

The Indiana Teamster

"Serving the Indiana Teamster Movement"

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No.

LOCAL 233 SIGNS PRODUCE MEN

New Teamsters Union, No. 242, Chartered for Auto Mechanics In Lake County by IBTCW & H

By STEVEN TOTH

EAST CHICAGO—Congratulations to Local 242, our new local up here in Lake County, with jurisdiction over Auto Mechanics, etc.

I predict that in the next five years, this local will be the largest in the state.

Also thanks to Thomas E. Flynn, and other International officers plus our local officers in the Teamsters Union for having the foresight in chartering a union of this type.

Local 520 News

We will be able to secure increases for our Furniture Drivers and Helpers, also shorten the length of their last contract.

The F. C. Warehouses are now working under an agreement with Local 520, thanks to Colonel Bannon.

We have settled our twenty-eight day dispute with Calumet Trucking Co.—What a headache!

I'll bet the bread and cake men are happy that we settled with a high guarantee instead of the high commission rate. I heard their sales have fallen off considerably.

We expect some action soon on Samock Brothers, Certified Concrete and Lake Cities Concrete. The Conciliator is working on these three companies.

We have met with our City Freight Cartage Haulers. Hope something happens soon.

McKeown Transportation have made a nine-cents offer but we think it is too low.

We sent a new contract to The East Chicago Dock Co. There are about fifteen men there.

Might say we have about fifty men now employed at Calumet Iron and Supply Co. This is, and always has been a very fair employer. Thanks to Jack Gray.

Ed. Chaswood of Socony Vacuum Oil Co. is our newest member in the Caterpillar Club. (Lucky Boy) Ed. climbed out of a burning gasoline truck the other day. Oh Boy, that was pretty close!

LIQUOR WORKERS MEET IN DEFENSE

Carl H. Mullen, president of the State Federation of Labor, reminded Teamsters, at a meeting of the Indiana State Drivers' Council May 17, that their union is one of the six AFL organizations immediately interested in future legislature dealing with the beer, wine and liquor industries.

A special conference on the subject of representatives of the six unions has been scheduled for June 6 at the Claypool Hotel, Indianapolis, he said.

Mr. Mullen estimated that upwards of 25,000 AFL members in Indiana have already felt the effects of drastic regulations which have sharply curtailed brewery operations and placed distillery workers on a three-day month.

Invitations to attend the meeting have been sent to representatives of the Musicians, the Bartenders, the Coopers, the Distillery Workers and the Teamsters locals in Evansville, Terre Haute, Logansport, Marion, Fort Wayne, South Bend and Indianapolis, in addition to certain locals of the Bottle Blower Workers.

The meeting in Indiana follows a similar conference in Washington, D. C., of the international representatives of the six unions involved.

Protective League Suggested

At the Washington meeting it was proposed that all national and international unions directly affected form a Workers' Protective League of the AFL. The proposal is now awaiting approval of the AFL Executive Council.

There are 750,000 AFL members in the nation gainfully employed in the sale and dispensing of alcoholic beverages and it is estimated that about 100,000 are in the liquor industry.

Wage increase and improved working conditions to our member employees.

About 160 members of Local 369 are affected by the increased pay and improved working conditions provided in our contracts just signed with the building contractors, lumber and building supply yards of Muncie. These contracts are for one year, starting June 1, 1946, and provide vacations with pay.

Negotiations are starting for our city contract, covering city pick-up and delivery, dock and warehouse services over seven counties—Delaware, Madison, Grant, Blackford, Henry, Jay and Randolph.

We are also starting negotiations with transit mix operators in Muncie and Anderson.

PAY RAISED IN ARMOUR CREAMERIES

By O. B. CHAMBERS

KOKOMO—After extensive negotiations and with the aid of U. S. Conciliator Ralston, a strike has been averted at the Armour Creameries in Rochester.

An agreement was reached whereby both male and female inside workers receive a nice increase in pay, with a guaranteed work week of 44 hours.

All provisions of the old contract were kept in effect. This agreement was ratified by the membership Monday evening, May 13.

There are a few minor details covering the salaried employees to be worked out with all provisions of the contract being retroactive to May 1, 1946.

Other Local 759 News

We are negotiating, with Locals 188, 691 and 369, covering wages and hours for the Omar Bread Drivers and are also negotiating, along with Local 364, on a contract covering the Ward Bread Drivers.

We now have signed and filed in our office an over-the-road agreement with the Unger Trucking Company of Wabash. This completes all over-the-road freight operations in our territory, as all the companies have signed and are working under provisions of the new contract.

The contract covering the Kokomo Cement Products Corp. has been settled, although the contract has been presented to the management for negotiations. To date we have been unable to come to any agreement.

The contract with General Tire and Rubber Co. has been completed and is signed and filed, covering the people for another year at that plant.

We should have some word back soon regarding our construction contract, now before the wage adjustment board in Washington.

Bauer Thanks International And Locals Helping Organize Fruit and Vegetable Dealers

Aided by the general office of the IBTCW&H, Teamsters Union No. 233 has obtained contracts within the last six months with nearly all the commission houses in Indianapolis.



LEO BAUER

These agreements give the members increased pay and improved working conditions, with double time for holidays and vacations of one week after one year and two weeks after five years.

Contracts are for one year, from April 1, 1946, and wages are retroactive to that date.

Leo Bauer, union president, obtained the agreements in carrying out a program of organizing the entire produce industry in the city and vicinity.

That program has been extended to the fruit truckers who haul their produce to "Truckers Row" at the market on South St., and to date six of them have signed agreements.

All other fruit truckers who dispose of their merchandise at this market and elsewhere in and about the city are listed UNFAIR to LOCAL 233.

Unfair List

Only four commission houses have not yet signed with the union. These are listed UNFAIR as follows:

Venezia Bros., South New Jersey St.

Archie McKinney Co., 231 East Maryland St.

Paul Sisesi Co., 319 South New Jersey St.

W. C. Katterhenry & Co., 327 South New Jersey St.

"I want to thank, through *The Indiana Teamster*, Mr. Flynn and all the local unions who helped us organize this industry," said Mr. Bauer, speaking for the officers and members of Local 233.

(Continued on page 4)

LaFOLLETTE FOR GOVT. OWNERSHIP

Members of the Washington Township Republican Club in Indianapolis listened to what many of them considered "revolutionary" talk when Congressman Charles LaFollette advocated government ownership of the nation's railroads and coal mines.

Speaking at their clubhouse, College Ave. and 61st St., in behalf of his campaign for the Republican nomination for U. S. Senator, Congressman LaFollette declared that government ownership of the railroads and mines "is going to be the only solution to which this country will ultimately come, and we might as well face it now."

Viewing the general labor picture, LaFollette warned that America is headed toward a social downfall like that of prewar France.

"We are rapidly going down the road which led France to collapse and England to vote in a labor government dedicated to socialism. Let no man misunderstand me," he continued, "the real sinners in France and England were those who refused to manage capital in the interest of the people so as to afford an opportunity for the development of a democratic capitalism."

Enumerating social reforms which he has advocated, LaFollette declared, "All of these things must be adopted now if we are to avoid the very real possibility of actual class strife and conflict in this country, out of which a real dark age of totalitarianism will arise and continue for a hundred years."

"It goes without saying that for the American people, capitalism includes the right to own a home and personal possessions. . . we must create a system in which many people own a small share of the capital so used (for producing and distributing wealth) and operate it under management controlled and with a sense of trusteeship for the interest of all society."

HOTEL FINED BY OPA

Here is something for you drivers, when spending the night away from home, to show the desk clerk. Robert L. Forrest, Travelers Inn Hotel, 205 South St., Lafayette, has just been fined \$1,749 by the OPA for overcharging his patrons.

WILLIAMS HELPS DRAFT PLATFORM

Emmett J. Williams, head of Teamsters Local 135, Indianapolis, has been appointed to a labor committee to assist in drafting a platform to be presented to the State Democratic Convention, June 25.

Other members of the labor committee are Arnold Atwood, CIO; Walter Frisbie, CIO, and Ray Gilbert, Railway Brotherhoods.

AUTO TRAILERS

You will get your new automobile quicker, due to the speed and flexibility of auto transport trailers. The hauling of automobiles by trucks began in the late twenties. The first auto transport units were able to carry four cars on a tractor trailer combination about 60 feet long. Today it is possible to carry four longer automobiles in a vehicle less than 40 feet in overall length.

HAVE IT DELIVERED UNION

Local 369 Signs New Contracts in Building Industry

By D. E. MAHONEY

We have signed four sets of good contracts recently and are now starting negotiations for two more.

Our new contract with Dr. Pepper distributing company of Muncie gives increased wages and improved working conditions to members of Local 369. Among gains is vacation with pay of one week after one year's service and two after three years.

Substantial wage increase has also been gained for our members employed by Carter and Myers, sand and gravel dealers in Anderson, by terms of a new agreement, just signed.

Third contract in this list is with the Parks Sand and Gravel Co. of Muncie, which gives a substantial

wage increase and improved working conditions to our member employees.

About 160 members of Local 369 are affected by the increased pay and improved working conditions provided in our contracts just signed with the building contractors, lumber and building supply yards of Muncie. These contracts are for one year, starting June 1, 1946, and provide vacations with pay.

Negotiations are starting for our city contract, covering city pick-up and delivery, dock and warehouse services over seven counties—Delaware, Madison, Grant, Blackford, Henry, Jay and Randolph.

We are also starting negotiations with transit mix operators in Muncie and Anderson.

By a recent change in the work of our business representatives, Brother Paul Kuhns is now in charge of dump trucks and building supplies in Delaware, Jay and Randolph Counties. His services with city freight are now being handled by Brother John Moffield.

JOE WILLIAMS SAYS



He who reigns within himself, and rules Passions, Desires and Fears is more than a King.

The Indiana Teamster



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Vol. V

No. 9

Our Mr. Birdsong

We reported previously that the Evansville Press had published a piece about Clyde B. Birdsong of Evansville, secretary-treasurer of the Indiana State Drivers Council, and now that we have space in our limited columns we want you to read that account in full. Here it is:

By ED KLINGLER

Last winter the Kiwanis Club heard a talk on "Industrial Peace."

The speaker had just flown in from Detroit, Mich. It was a rough trip. Four hours were spent groping through dense clouds over Cleveland, Ohio, waiting for an opening to make a landing.

The speaker had to rush from the airport to reach the luncheon on time.

He didn't have a prepared speech. He wasn't a professional speaker. But for 25 minutes, his full allotted time, he talked straight from the cuff about industrial peace.

It wasn't the kind of speech Kiwanians had expected.

It wasn't the kind of labor philosophy they'd grown accustomed to reading about in the paper.

What gave the talk more substance was the fact it came from a local AFL leader.

The speaker was Clyde B. Birdsong.

He is president of the Evansville Building Trades Council and the Evansville Metal Trades Council, and president and business representative of Local 215, Chauffeurs, Teamsters, Warehousemen's and Helpers Union—the largest AFL union in the city.

He didn't need a prepared script or notes, because he spoke his convictions.

He said he doesn't believe in "government interference" in labor-management affairs.

He said he believes complaints, grievances and any other matters for negotiations between employer and employee should be on a local basis, rather than of nation-wide or industry-wide.

In substance, he said the government should "get the hell out of business and union affairs and stay out, and let things get rolling again."

In these days of big-scale bargaining how did Clyde Birdsong get that way?

Learned the Hard Way

He'll tell you he got that way the hard way—by long experience and many sessions with management—sessions often bitter.

"I've found out you can do business with management if you've got a case," he says.

He joined the Chauffeurs and Teamsters Union here in October, 1933. In November, 1935, he was elected union president and business representative and has held the job ever since.

In 1937 it became a full-time job. He's Local 215's first paid business representative.

When he first took office the union had offices in the Boehne Building, Eighth and Main streets, now the stronghold of the CIO.

In 1939, the office was moved to the Central Labor Union building on North Fulton Avenue. But the organization grew so fast it needed more room, and in 1942 it took space on the second floor of the adjoining Lamasco Bank Building.

Membership figures are one thing the AFL doesn't discuss.

However, from the struggling days of Local 215 when Birdsong first joined, the union has signed up the industry nearly 100 per cent.

The Evansville Building Trades Council is an organization of long standing. It's made up of 21 craft unions engaged in the building business.

No Truckers, No Building

In case you think Chauffeurs and Teamsters are a far cry from building a house, Mr. Birdsong will tell you differently.

"The truckers are first on the job and last to leave," he says. "Construction stops when the truckers don't bring the material."

The Council was almost dormant through the depression because there wasn't enough building to keep it alive.

In 1937, there was enough work to revive it. Mr. Birdsong was elected president, and has been president ever since.

This triumph of this organization occurred only a few months ago. After over five years of effort, the Council signed up most of Evansville building contractors to a blanket agreement with the Council, covering all the crafts.

Louisville, Ky., is the only city in this area with a similar agreement.

It's a masterpiece of simplicity. The agreement covers two pages of typing. It doesn't try to lay down hard and fast rules for all the agreements that can arise on a building job.

It falls right back on Clyde Birdsong's theory that "you can do business with management." It provides a labor-management negotiating committee to settle all disputes.

Mr. Birdsong admits the agreement with building contractors got a big boost from the agreement made with Missouri Valley Bridge and Iron Company, Shipbuilding Division, better known as Evansville Shipyard.

When the shipyard contractors decided in 1942 to locate here, it was obvious to all concerned that much valuable time would be lost making separate contracts with each union.

The Evansville Metal Trades Council was set up to enter a blanket collective bargaining agreement. James Bulger was the first president, but resigned two months later and Mr. Birdsong replaced him.

He's headed the organization ever since.

A blanket contract was drawn up, never changed, and still exists. All negotiations were handled directly between management and union business representatives.

Mr. Birdsong performed yeoman service in getting the shipyard going. He drove thousands of miles digging up shipyard workers.

Mr. Birdsong, John G. Soucie and other union representatives were given freedom of the yard to keep things in running order.

Mr. Birdsong found out you can't help guide the labor of thousands of workers without rubbing elbows with civic affairs and citizenship responsibility.

He served on the Sixth Regional War Labor Board labor panel. He served on the local tire and gasoline ration panel. He worked on Red Cross and Community Chest drives.

He was one of the men who helped identify the AFL with civic affairs.

In fact, that's why the Kiwanis Club invited him to make a speech.

He's Going on Forty

He was born Dec. 29, 1906, on a farm between Griffin and Poseyville, Ind. He is the son of Mr. and Mrs. Louis Birdsong. His father was in the lumber business.

His father died when he was six. His mother remarried when he was nine.

Part of the time he lived with Mr. and Mrs. Al Schmidt, Evansville grocers, who were friends of the family. He worked around the store. His mother is Mrs. Daisy McWaters, Murray, Ky. In those days, however, she lived in Hopkinsville, Ky., and Clyde's time was about evenly divided between Hopkinsville and Evansville.

He worked around the grocery and carried papers.

He got two years of high school in Hopkinsville, but quit to work as messenger for the L. & N. He was about 15, but he told them he was 21.

He quit to come to Evansville where he worked for the L. & N. in the coach cleaning department. Then he worked for the C. & E. I. as a car inspector. He was with the two railroads about four years, during which he attended Central night school, taking mechanical work.

He quit the C. & E. I. to become a salesman for about a year with the Liggett and Meyers Tobacco Company. Then he worked as an Evansville Pure Milk Company salesman for about seven years.

He quit to go with Edgewood Dairy to help organize the delivery business.

This variety of jobs didn't provide steady employment. Between times he drove trucks and taxis.

That's how he wound up in the union.

Somehow or other he's remained a bachelor. He's roomed at one place and another for years, and at present rooms at 1115 W. Illinois street.

He has bushy, medium-colored hair, and is somewhat above medium height. He has laugh wrinkles around his eyes, but in bargaining argument they don't show.

He likes baseball and football. He likes to fish, and prefers going to Reel Foot Lake, Tenn., whenever he gets a chance. He says he never has failed to get the limit there. He lets others take the bass—he's a pole and line fisherman.

He doesn't go to the movies. Most of his reading is confined to labor journals. He reads everything he can get his hands on about labor problems and their solution.

Clyde Birdsong's is a voice heard in the civic life of Southern Indiana.

Kick Them Out!

A majority vote of Indiana has sent seven Congressmen out of 11 to Washington who have done everything possible to kill organized labor and to swindle the common man.

These seven inflationists have accepted your vote, pretending to be friends of labor, then have double-crossed you.

Instead of considering your interests they have listened to money interests. For instance, Earl Wilson, who was named for the job by Ivan Morgan, political boss of his district. How could Wilson obey anyone other than Ivan Morgan? And that goes for all the other wrong congs. They serve money, not working men.

These seven wrong congs voted for the Hobbs Bill, the Smith-Connally Bill, the Case Bill—all designed to cripple labor.

More recently they have voted to kill OPA, to kill the Administration's Housing Bill, to kill the Minimum Wage Bill.

If you do not work for their defeat, you have no one to blame but yourself when you are stabbed in the back.

Here are the labor-haters by districts and their opposing candidates in the November election.

(A vote against any of these seven Congressmen will be a vote against inflation and in favor of the person who wants to work for an honest living.)

SECOND DISTRICT:

Don't vote for Charles A. Halleck.
Vote for M. A. Afflis, Delphi.

THIRD DISTRICT:

Don't vote for Robert A. Grant.
Vote for J. S. Gonas, South Bend.

FOURTH DISTRICT:

Don't vote for George Gillie.
Vote for W. E. Frederick, Fort Wayne.

FIFTH DISTRICT:

Don't vote for Forest Harness.
Vote for W. Welsh, Peru.

SIXTH DISTRICT:

Don't vote for Noble J. Johnson.
Vote for T. A. Sigler, Greencastle.

NINTH DISTRICT:

Don't vote for Earl Wilson.
Vote for O. Dixon, Bedford.

TENTH DISTRICT:

Don't vote for Raymond S. Springer.
Vote for U. Unger, Farmland.

UP-TO-DATE WITH NO. 188

By SWEDE WAECHTER

Here is a quotation about bread that we think is very appropriate right now: "Oh, God! that bread be so dear and flesh and blood so cheap."



Attention—all members of this local and all sister locals in Indianapolis! Many of you are buying scab milk. Capitol Dairies and Kroger are the only union dairies. Wake up, they are brother members of yours!

Today's fight—Old King Coal vs Old King Lewis.

Whoever remains away from a primary election has no reason to complain about the nominees.

It's open season again. Bread contracts open in June, cake, crack-er and pie soon to follow.

President Davis has had two meetings with the employers on the mechanics in all of our bakeries. He will have a contract signed at the next meeting.

Nice going, President Davis and our attorney, Lynn Miles! We of 188 want to thank you for a nice job on Home Made Pie Co.

Dick Kinnaman has just returned from a short vacation in the south (Indiana—not Florida). He intended to be gone somewhat longer, but that Indiana fried chicken put so many pounds on him that he had to come back and work it off. We all hope you had a good time, Dick!

You stewards are letting me down. How about some news about your bakeries and dairies? Surely something happens of interest to the rest of the membership.

We received a letter from Paul Smock, who transferred to Arizona because of his little boy's health. Paul is homesick for Indianapolis, and we miss him too. He was steward at Munson Lines, and a good one, too. Hope your boy feels a lot better out there.

We've found someone to compete with our V. P., Charles Brown in the bragging-about-children contest. You should see Denver Gregory's three-and-one-half month old pride and joy, Larry Wayne. Denver is with General Baking Co. now, formerly was with Tays-tee.

Patronize Purity Cone and Chip Co.; they also are brother members. And on this same subject, Red Dot Foods is on the unfair list.

HAVE IT DELIVERED UNION

Richmond Local 691 Says Hello

By JAMES K. KATZ

Our over-the-road drivers, who were off four months at Schenley Distilleries, Lawrenceburg, are now back on the job, by ICC ruling.

Bill, be careful of that cigar behind that desk!

We have filed Smith-Connally strike notice against the Commercial Motor Freight of Ohio for violating union working conditions.

We have also filed a strike notice against the I. R. C. and D. Warehouse Corp. of Richmond for paying under the scale on turn-around jobs and otherwise violating union working conditions.

In Memoriam

The officers and members of Teamsters Local 716 have learned with regret of the recent deaths of two brothers, Dean Farley of the Ready Mixed Corp. and William Thompson of the Monument Coal Co-op.

TRUCKING INDUSTRY'S 50th ANNIVERSARY

Nation Holds Golden Jubilee Celebration of Hauling by Gas

The motor trucking industry is celebrating its Golden Jubilee. Dating its beginning back 50 years ago, to the month of May, 1896, its members are holding parades in Detroit and elsewhere, and participated in the parade of old cars at the Memorial Day races in Indianapolis.

For it was in May, 1896, that the first horseless wagon to be found anywhere was added to the delivery service of a New England department store.

Starting with that sale of one truck, the industry by 1935 had reached a startling peak. During the five years just before the war, 715,000 trucks, valued at \$445,000,000 were sold each year and put in service. The war threw the industry out of gear, but it is coming back now in fine style, as more and more new equipment is appearing. The demand for new trucks is so great that it is predicted more than a million will be sold in 1946.

War Demand Huge

During the war 2,600,000 military trucks were produced at a cost of some \$8,600,000,000. Few of these are worth much in civilian trucking service, however.

The first truck was sold back in May, 1896 to Shepard and Co., department store, in Providence, Rhode Island. It was a horse-drawn van, rebuilt with a steam engine under the body. It worked, too. It ran well. Also in 1896 a gasoline-powered truck was manufactured and delivered to a magazine company in New York.

By 1898 other manufacturers were turning out trucks. The Winston Motor Co., at Cleveland; the Duryea Wagon Co., of Springfield, Mass.; and others started building

delivery vans. The first models had single-cylinder, horizontal engines, wheels of wire-spoke suspension type and steered with a tiller instead of a wheel. In 1898 the first trailer also appeared. A California company also constructed crude tractor units with two trailers which burned up the highway at eight miles an hour.

The development of the motor trucking industry was rapid. In 1899 a number of firms were building trucks, mostly clumsy, under-powered affairs. But they sold like hotcakes. The public wanted them. Bakeries were among the first to demand light fast vehicles to deliver merchandise to the stores.

The Army also started to develop motor truck consciousness about this time. It bought three 1,500-pound motor-driven wagons from the Woods Company for use of the Signal Corps. The War Department specifications called for each vehicle to be equipped "so that a mule could be hitched to it if it refused to run." And some did, in those days.

Steamers Popular

About that time the Post Office bought a few light trucks for mail pickup work in Washington,

D. C., and they also came into use in New York.

In 1900 at the first big truck show in New York two-thirds of the space was filled with steam-driven vehicles, and much of the rest to electrics. The gas-propelled trucks were in last place.

Progress in designing, both of engines and bodies, soon put the gas truck far out in front. In 1910 there were 10,000 registered trucks and 458,500 automobiles, but, by 1916, 215,000 trucks were in use on the public roads and 3,297,000 automobiles were churning up the heavy dust and starting the country to thinking about hard-surfaced, dustless thoroughfares.

Guessed Wrong

In the '20s real growth arrived in a big way for both the auto and the truck. Yet, even in that year a high-powered and respected investment house couldn't see much future for the motor truck, warning its clients, as follows: "We are not bullish on tractors and trucks. With farm horses selling at \$25 and \$50 . . . we see no reason for a much greater sale of tractors and trucks."

Yet, in spite of that dire prophecy, by 1940, according to the National Resources Board, trucks were carrying three-fourths more freight than in 1925 and making much longer trips.

The story of increased truck use is shown by these figures: 1924, 2,134,000 trucks; 1929, 3,379,000 trucks; 1940, 4,590,000, and 1941, 4,876,000.

Today there are 4,650,000 trucks and 25,000,000 passenger cars, or nearly one truck for every five cars.

News Notes From 543, LaFayette

By S. W. HELTON

After several weeks of negotiations, we have succeeded in getting a substantial increase and vacation of one week with one year's service and two weeks with five years' service and better working conditions at the Sherman White and Co. at Goodland.

At last our men are back to work at Hicks Body Company after respecting Federal Labor Union No. 22207 picket line for six months.

Have just recently signed an agreement with the Crawfordville Ready Mix. The boys at this plant are patiently waiting the approval of the new contract from the Wage Stabilization Board.

Construction work at the Calumet Paving Co. and Byrns Construction Co. is progressing good between rains.

The agreement with the City Freight men expires July 1st, and we have a meeting scheduled soon with the operators.

Earl McNeely of Roy's Transfer had the misfortune of breaking his leg and is at home with a cast on to his hip. Quick recovery, Earl!

What do you know??? After 39 years of life, Fay Meneely, driver at Ingram-Richardson in Frankfort went to the altar with his bride. Good luck, Fay.

What, another marriage??? Howard Anderson, steward on the Wayne Paving Co. job has recently taken the wedding vows. Good luck, Andy!

Omar Stults, formerly with the Hayes Freight Lines, has taken a job with the Sunshine Farms. This makes him the newest milk man.

Liquor Workers Of Six Unions Join in Defense

(Continued from page 1)

mated that more than 25,000 of them are in Indiana.

The letter summoning the Indiana union officials to the Indianapolis conference was signed by Mr. Mullen and John Acker, State Federation secretary-treasurer, and in part stated:

"The officers of the Indiana State Federation of Labor have been considering for several weeks the advisability of creating a special legislative committee composed of the Musicians, Bartenders, Distillery Workers, Coopers, Teamsters and Glass Bottle Blowers for the purpose of meeting and formulating a plan of action in relationship that deals with the operation of the beer-wine-liquor industry in the state of Indiana.

"This call is being sent to local unions who we feel are directly connected with the industry and who compose the membership of these six international unions throughout the state of Indiana. We urge you not to await the calling of a meeting but assemble your executive board, if necessary, and take action authorizing a delegate to come to the meeting. We particularly wish to meet with the full-time, active officials of your union. . . ."

Remember, These Brands Come From Ivan Morgan's Non-Union Plants

GENERAL JACKSON BRAND
1 LB. 3 OZ.
CONTENTS
SAUER KRAUT

UNFAIR!

Baby Peggy
OVEN BAKED
PORK & BEANS
WITH TOMATO SAUCE

UNFAIR!

SCOTT'S BRAND
1 LB. 3 OZ.
CONTENTS
SAUERKRAUT

KING KARLO
DOG FOOD

UNFAIR!

MAY-FIELD
PREPARED FROM DRY
PEAS

MANUFACTURED BY
MORGAN PACK COMPANY
AUSTIN, INDI.

BETTER PAY FOR LAPORTE DAIRY WORKERS

No. 298 Signs With 6 Plants

By E. C. WILKES

A substantial wage increase for all employees of LaPorte Dairies has been achieved by Teamsters Local No. 298. Beside the increase an additional weeks' vacation was granted for all employees with five years or more of service. Companies affected are Scholls, Lenicks, Carringers, Longs, Lempke and Iselmans. Representing the Union were, W. J. Place, President, Roy Young, Ed Carr and Harry Bosert with Business Representative E. C. Wilkes.

Negotiations are about completed with all lumber and coal dealers in LaPorte. Companies involved are: Clendensen Ice and Coal, Fitzsimmons Lumber and Coal Co., Hilgendorf and Shrader, LaPorte Lumber and Coal Co., Moore and Richter Lumber Co., Premium Coal Co. and Wilson Lumber Co.

Negotiations are about completed with Coca Cola Bottling Works of Michigan City.

TEAMSTERS URGED TO TAKE VACATIONS

MICHIGAN CITY—Members of Teamsters Local 298 have received a message from E. C. Wilkes, head of the union, requesting them to make use of their vacation privileges.

"It is the unanimous opinion of the executive board," the notice said, "that all members eligible should actually take their vacation, not work through and draw two checks."

Mr. Wilkes pointed out that this practice of working through vacation periods will eventually lead to loss of vacation privileges.

All Except Six Fruit Truckers Unfair to No. 233

(Continued from page 1)

"Six months ago," he said, "only two or three of the commission merchants were organized and their only reason for carrying a union card, so far as I could learn, was to enable them to deliver to chain store warehouses, which were operating under union conditions."

Wages paid the non-union workers then were 64 cents per hour for housemen and 70 cents per hour for city drivers. Highway drivers' scales varied from \$38.75 per week to \$65 per week.

The union's first step to raise these wages was taken December 27 last when it notified the commission houses of its desire to negotiate agreements for the ensuing year.

A few days later copies of a proposed agreement were mailed to all houses. The houses were reluctant to negotiate and, therefore, about April 15, were listed as "unfair to Local 233."

The merchants then formed an association and began negotiations, which resulted in the present contracts.

The six fruit truckers who have signed with the union are: Halbrook, Zinc Co., M. Graves Co., Ben De Luca, John Mascari, Harris Bros. and Mazza Co.

MEETING NIGHT

Attention all members of Local 233: Meeting night for this local is the first Wednesday of each month. The meeting is held at 8:00 p.m. at 28 West North Street.

THINGS I SEE AROUND 1-9-3

By JOHN MIKELS

Columbia Terminals boys can't seem to get their pay days straightened out. What a mess! I think it will be okay from now on, though.

Some men at a particular barn are squawking because they get in too much overtime. The nerve of some people's kids!

Saw Rural Starks t'other day. Wonder if he's been eating any more grass!

Bill Boruff came into the office looking like a Philadelphia lawyer. Said he was the new salesman at Taylor's. All depends on what he would be selling. BS would go big!

I guess most of you guys know that Carl Shanks is a trustee of our local, as of our last monthly meeting. Good luck, Carl!

We hear that Bob Dawson out at Parcel Dispatch got an overdose of "snake bite medicine" the other day. Ha! Better watch that stuff, Bob!

We have just signed the contract with Brinks and Merchants Armored Car drivers. Welcome to Local 193, Gents!

We are now negotiating a contract with the Haller Furniture Co. Nice bunch of guys out there.

In the future, turn out some news items from each barn. You stewards! Jot down a few notes for us, or call them in.

LOCAL 716 GETS 5 NEW CONTRACTS

Members of Teamsters Local No. 716, Indianapolis are now working under five new contracts which have been signed within the last few weeks by union officials and the employers.

Employers are the General Electric Co.'s supply house at Georgia and Missouri Sts., Carbonic Dry Ice Co., Indianapolis Paint and Color Co., Brannum-Keene Lumber Co. and the Monument Coal Co-op.

According to James E. Deets, union president, the agreements were obtained following a series of negotiations, some more extensive than the others.

All members involved will receive increased wages and improved working conditions.

Strike Deadline Nears

Members of the Building Contractors Association of Indianapolis who have not yet complied with a ruling of the U. S. Wage Adjustment Board are subject to a strike notice, filed some time ago by Local 716 with the National Labor Relations Board, and rapidly reaching its date of maturity.

The association agreed last December 23 to a contract with the union for the calendar year of 1946, which would give pay increase to 400 members.

This contract was approved March 23 by the Wage Adjustment Board, as of January 1, 1946, and with a stipulation that all wage increases were to be retroactive to January 1.

Most of the contractors, however, want to start paying the new scale as of March 23, with no retroactive money, and these are the ones, according to Deets, who will be affected by the strike, if called.

Lake County Chairwoman

GARY—The Gary Post-Tribune of May 13 pictures Mrs. Josephine Toth, of East Chicago, upon the occasion of her unanimous election as county chairwoman (county vice chairman) of Lake County. She will be a delegate to the Democratic State Convention in Indianapolis.



MRS. TOTH

Mrs. Toth is wife of Steven Toth, president of the Indiana State Drivers Council and head of Teamsters Union No. 520 and is herself a prominent civic, social and church worker, and mother of two children.

The published photograph was made May 11 at the Lake County Democratic convention in Crown Point. Pictured with Mrs. Toth are William Harrigan of Hammond, re-elected county and district chairman and Mrs. Grace Wright, of Gary, district vice chairman.

According to the newspaper, Mrs. Toth, then serving as city vice chairman of East Chicago was nominated for the higher office by her city chairman, Joseph Steiner.

Union Label Mightier Than the Picket Line

SAM J. BYERS, general president, Laundry Workers' International Union, says:

"The only way for the members of organized labor to provide each other mutual support is to demand the union label on every article purchased and the Shop Card or Service Button in every service establishment."

A picket line serves only a small locality, whereas, with modern transportation, goods are sold thousands of miles from their point of manufacture.

"The union label is the 20th Century method for union members and their families to be certain that they are buying only those goods and using only those services which are created under union conditions."

"In this way, they can be sure that their fellow workers enjoy the union conditions which they themselves, as union members, demand for their work."

Swickard Sings "Dishpan Blues"

ANDERSON—Someone discovered Lloyd Swickard of Anderson helping his wife by washing the supper dishes, and told it to Harry LaBelle, Beacon correspondent, who relayed it thus:

If there is anyone who has a nice frilly apron, please contact Lloyd Swickard. What kind of soap powder do you use, Swick, to keep away those red hands?

LONG HAULS

Long haul trucking in the U. S. is, chiefly a small operator's business, its foundation resting on a million or more private carriers plus 350,000 federally licensed "for hire" trucks working across state lines. Of these 350,000, individuals own 37 per cent. Less than 20 per cent of them are in fleets of more than five.

MAYFLOWER DOINGS

Wonder who got Sparky the supervisor's job? Humpf! Well, he deserved it. So, Good Luck, Sparky, ole boy!

We hear Bruce Baker is taking his vacation again. Does that mean we'll all be getting cigars around next February?

Who told Rufus King he could play baseball with the office girls doing lunch hour? He sure takes an interest in it.

Saw Hemminger the other day. He was singing, "Somebody Stole My Gal." The names he called that man! Tck, tck.

Have you heard the latest? Guess Mundy hasn't either.

If you want a good laugh, just ask Don Ledebetter to explain his sanitation program.

We hear Cecil Cain is back driving, after a few years in the Army. Welcome, Cecil!

Lee Scott is reportedly going to open a barber shop in Dallas. You guys should look him up. Get "clipped."

Break-downs are occurring again in "Fiddlerville," Arizona. What a jerk for a tie-up. Did somebody say, "Oh, yeah?"

Well, this is about all the dirt we could collect on short notice. But wait until next month! Don't miss your copy.

We hear that Don Preston had some more tough luck. Too bad.

Kentucky Ups Truck Limits

FRANKFORT, Ky.—Kentucky moved out of the horse and buggy highway era when Gov. Simeon Willis signed a bill more than doubling the weight limits and substantially increasing the length of trucks operating in that state.

The bill became law when Gov. Willis signed it, ending a 12-year fight for modernization of the Kentucky highway laws to which the Teamsters' Union contributed thousands of dollars in cooperation with the Kentucky Motor Transport Association.

The legislation was bitterly fought by the railroads, anxious to maintain Kentucky as a trade barrier to transcontinental motor traffic.

In spite of the railroad lobbyists, the bill passed the House by a vote of 58 to 34 and the Senate by a vote of 23 to 10.

The Teamsters' Union was solidly behind the legislation and worked in close cooperation with truck drivers to gain the victory.

Up to the time Gov. Willis signed the bill, Kentucky had the most backward highway laws in the country. It stood at the bottom of the list of states with obsolete laws limiting the weight of trucks to 18,000 pounds, the length of trucks to 26½ feet, the length of tractor semi-trailers to 30 feet, overall height to 11½ feet and prohibiting any combination of vehicles.

The new law increases the weight limit to 42,000 pounds, which is 2,000 more than prescribed by the temporary wartime regulations adopted at the recommendation of the federal government to permit emergency war cargoes to flow uninterruptedly to their destinations.

The legislature approved the same length limits as provided in the war regulations—35 feet for trucks and 45 feet for tractor semi-trailers. It raised the height limit to 12½ feet.

Henceforth, motor traffic can go through Kentucky instead of around it.

Truck operators and Teamsters were jubilant over the success of their joint campaign, which demonstrated again the readiness of the Teamsters to back up their employers with money and effort whenever their help is needed to improve the motor transportation industry.

HIGHWAY ITEMS

Reported by American Trucking Ass'n., Inc.

BANANA TRAILERS

Some bananas are kept in the refrigerator—refrigerated truck-trailers specialize in handling Mexican-grown bananas which are shipped by boat to Texas ports and from there to Texas cities and some northern metropolitan centers.

HIGHWAY TALKIES

Radio control for highway trucks hauling important loads has passed the experimental stage and promises to become an important aid in dispatching motor freight. Radio communication between the dispatching office and the truck improves the speed, efficiency and safety of operations. In addition, passenger cars benefit because truck drivers, those genial knights of the highways, are the first to stop in times of accident to render assistance.

SOFT DRINK HAULING

Approximately 20,000 delivery trucks are operated by the nation's soft drink manufacturers.

MORE THAN A PIPEFUL

Practically all the tobacco in the South is hauled by truck. The average tobacco load is 18,500 pounds. Some loads, weighing as much as 25,000 pounds, are also handled by truck.

BIGGEST COCKTAIL SHAKER

A tank truck, hauling grain alcohol from a midwest distillery, was called "the world's biggest cocktail shaker," and it was. It was also the most expensive cocktail ever shaken, for the load was bonded for \$200,000.

TRUCK OF TOMORROW

Remarkable increases in service, and economy will be the major features of the truck of tomorrow. It will be smoother, stronger but lighter construction, easier to handle. Controls will be simplified. Cabs will be air-conditioned.

AMERICA'S NO. 1 FARMLAND

Ninety-eight per cent of all our farm products move by motor truck at one time or another on their way to market. As part of its chores last year, the motor truck carried 42,000,000 head of livestock to market. Livestock must arrive at the peak of its marketability. Only flexible motor transport provides delivery service timed to the minute.

SHRIMP COCKTAIL

Ninety per cent of Louisiana's shrimp crop—70 per cent of the nation's total production, moves marketward in refrigerated trucks and trailers.